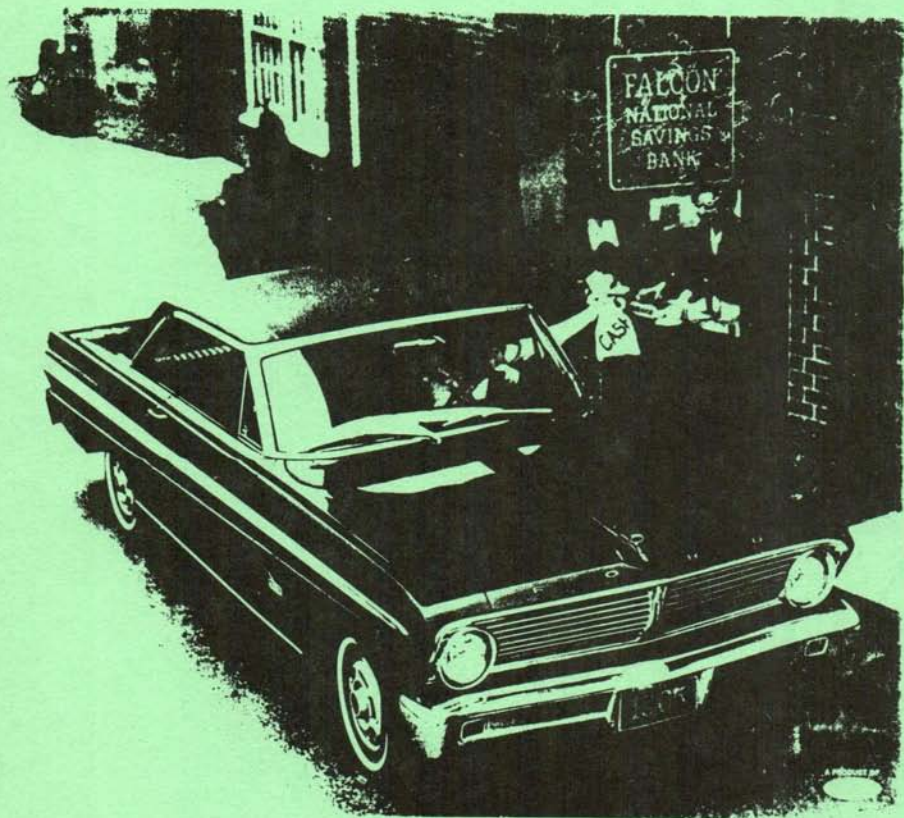


The *Falcon* News



October 1994

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword (501/982-4240) founded the worldwide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$20.00 (\$25.00, payable in U.S. funds, outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113.

THE FALCON NEWS is published monthly with information from its members. All copy for The Falcon News should be sent to the editor, Kathy Lemer, 2721 Gilboa Ave., Zion, IL 60099-2421. Copy must be received by the first of the month preceding date of issue.

FALCON CLUB OF AMERICA OFFICERS — 1994-1995

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Head Technical Advisor: Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467. (716) 334-6779.
Club Photographer: Phil Warren, 602 N. Harrison, Springhill, KS 66083-9024.
Research Director: Ray Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80229-4426.

BOARD OF DIRECTORS (Number of years in term)

Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236. (404) 471-5026. (5)
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North Central: Ken Kenoyer, RR 1, Cumming, IA 50061.
South Central: Danny Rosewell, 604 Barkridge Tr., Burleson, TX 76028. (817) 447-8728.
Mountain: Ron Brown, 1044 Sable Blvd., Aurora, CO 80011-6814.
Pacific: Mark Milton, 610 Kentucky Ave., Woodland, CA 95695-2779.

The Falcon Club of America News is printed and published by Bill's Printing, Searcy, Arkansas.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.
The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.
Fairlane Club of America, 2116 Manville Rd., Muncie, IN 47302.
The Ranchero Club, 1339 Beverly Rd., Port Vue, PA 15133.
Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.
The Super '60s Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.
Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.
Northern California Falcon Group, 6501 Halifax St., Citrus Heights, CA 95621.

President's Message

Things slow down after the Nationals. Each year we get letters telling us what we've done right, and some telling of changes they'd like to see take place. This year everything has been good, so our positive thinking must be working; and the FCA is on the right track.

There are still some Regional Meets that we can attend this year. We're going to make it to the October meet in Hot Springs, AR, which is where the very first and second Nationals were held. The location is nice as it sits on Lake Hamilton. Should be lots of fun for all who attend.

I would like to thank Fleming Horne for all his years of service as a member of the Board of Directors, and for leading the Memphis Chapter when they hosted the Nationals years ago when the FCA was just getting started. If it wasn't for guys like Fleming, the FCA wouldn't be where it is today.

Our Falcons keep getting more and more recognition, and we're getting our own Falcon classes at some of the shows. Keep getting those Falcons out for all to see and admire.

Take care,
Jim Hatcher

The *Falcon* News **Technical Tips**

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“Sweet 16”

16th FCA National Convention

July 20, 21, 22, 1995

Harvey Hotel — Plano, Texas

Can it be too early to start informing the membership of the coming convention? Your hosts, the Lone Star Chapter, feel that *You* are the most important part of this convention and should be aware and involved in the future planning. With just ten months until "show time," we feel the time for your suggestions is now — not in July when it's too late to make any adjustments! So, let's get started with what we know now, and you can drop me a line with your suggestions.

The facility is the Harvey Hotel which is located ten minutes north of Dallas on Hwy. 75 (Central Expwy.). It is also within walking distance to several restaurants and only minutes away from five major shopping malls. Southfork Ranch is only 15 minutes east of the hotel and will be included in a tour package tentatively set for Thursday, July 20. The hotel received a complete renovation during '93 and is an extremely comfortable 200-room facility with ample parking to fulfill all of "our" requirements. The hotel staff has many years of experience hosting car shows and conventions such as ours. They are also "Texas Friendly" and will go beyond the call to make this convention a success. The contract was finalized in April of this year, with the discount room rates established at \$55 per night. This rate will be effective for FCA members from July 17 through Sunday, July 23. Reservation forms will appear in a future publication. The Lone Star Chapter would be honored to have you as our guests and ask that you please reserve your rooms as early as possible.

The "theme" for the FCA 16th National Convention will be "The '65 Turns 30." Classes will be configured to honor those cars first during the awards ceremony. The classes will be set up as they were in Knoxville and Valley Forge. Presently, there are 25 classes established in four separate categories. Please note that the total number of classes will expand according to cars that are pre-registered. To assure there is a class for everybody, accurate information on the car and early registration is a must.

The menu for the banquet has not been established as yet. How about you ladies out there giving me suggestions? While you're at it, what would ya'll like to see or do as far as tours and activities (historic, arts, shopping)? This business has to be resolved fairly soon, so please don't hesitate to write or call.

Well, that's about it for now! Family reunion number 16 is just around the corner. For you new members out there, attend this one and you won't want to miss another. Promise!

'Til then, take care,
Marty Martin

Minutes from 15th Annual FCA Business Meeting

The 15th FCA national business meeting was held Saturday, July 23, 1994, at 3:00 p.m. in the Franklin Room of the Park Ridge Hotel at Valley Forge, PA.

Ed Snyder, president of the Keystone Chapter, welcomed and thanked everyone for coming to Valley Forge.

President Hatcher thanked the Keystone Chapter for a fantastic meet.

Roll call of chapters was called with 24 chapters answering. The newest chapter, the "Music City Chapter," was recognized. Recognition was made of members from Australia and Canada in attendance at this National.

President Hatcher made the introduction of officers.

The minutes of the last meeting were read and approved.

Jim Throgmorton gave the treasurer's report. He stated that this is an 11-month report due to the date change of our national meets. He reported a balance on hand July 31, 1993, of \$6,638.63 with income of \$50,502.27, making a total of \$57,140.90 with disbursements of \$47,442.46, leaving a balance on hand June 30, 1994, of \$9,698.44. In the special Convention account Jim reported a balance on hand June 31, 1993, of \$1,585.45 with deposit from the 1993 National Meeting (which was put on by the National) of \$7,987.29, making a total of \$9,572.74 with disbursements of \$3,505.90, leaving a total balance on hand in the special Convention account of \$6,066.84. Petty cash report — balance on hand July 31, 1993, of \$29.91 with \$202.00 being transferred from regular account giving a total of \$231.91, with disbursements of \$197.54, making a balance on hand in petty cash June 30, 1994, of \$34.37. Motion was made and seconded to accept report as read and as posted. Motion carried.

Bob Passino, chairman of the audit committee, gave the report that Ray Chevalier, Art Dammers, Ron Brown and himself had examined the FCA treasurer's books and found everything in order with no discrepancies.

Old Business:

President Hatcher stated that tech sheets were passed out in each car asking everyone to fill them out and return them to Marty Martin before the end of this Meet. He stated that Marty Martin and Phil Warren would be taking pictures of all cars, and then with the information

(Minutes continued)

on the tech sheet, more pictures of cars and articles would be available to draw from for the Newsletter. Also that too many pages of registration forms for upcoming event were inserted too far in advance and run for several issues. From now on the first registration form would be published and after that listed in the Calendar of Events each month and then two issues before event is to take place.

The President requested that interesting events and chapter reports be sent in to be put in the Newsletter. Also, the original format of the Newsletter will be put back and that the name of the monthly issue revert back to The Falcon News.

Jack Gillis raised the question as to why he sometimes gets his newsletter the third and fourth week of the month. It was stated the newsletter was scheduled to be in the mail the first week of the month. The newsletter is mailed directly from the printers in Searcy, AR. It was stated that there are problems with mail service. Some Newsletters are sent back to FCA stating that the person the newsletter was going to is unknown, but who in fact had lived at the same address for several years. When the FCA office mailed it back through, it was delivered.

News Business:

Election of Officers: Marty Martin stated that the Board of Directors present Jim Hatcher as president. There were no nominations from the floor. Motion was made and carried to accept Jim by acclamation. President Hatcher presented the names for the following offices: Marty Martin for vice president; Ruby Throgmorton for secretary; Jim Throgmorton for treasurer; Don Anderson for 5-year board of directors. Each was presented individually with no nominations from the floor. All were elected by acclamation as presented. Other volunteer and appointed officers remain the same with the exception of the southeast regional director. Since Don Anderson moved to the Board of Directors, Chuck Beason of Georgia was appointed to this position.

The 1995 National will be held in Plano, Texas. Mickey Rosewell, president of the Lone Star Chapter, invited everyone to Plano on July 20-22, 1995, at the Harley Hotel.

The 1996 National Meet is to be hosted by the National. Marty Martin, National Chairman, reported the Meet would be in Springfield, MO, just 20 miles from Branson, MO, and tours are in the process.

Bonnie Stringer reported she had an 800 number for the club store. It's the same number as her home phone, but with the 800 in front. She also stated that within 30 days she would be set up to care of FCA credit card usage.

(Minutes continued)

Announcements:

1. August 26-27, 1994, Northeast Regional Meet at Auburn, MA.
2. October 7-8, 1994, Founder's Chapter sponsoring a regional meet in Hot Springs, AR, at the Holiday Inn Hotel.

President Hatcher stated that at the 1993 banquet a donation of over \$300.00 was collected for a flood victim. Joe Reed of Levenworth, KS, member of the Mid America Chapter had lost everything he owned except his Falcon, and it needed a complete makeover inside and out. He stated that the city had to demolish the house. Joe gratefully accepted the FCA's love and concern.

Phil Warren announced for those who had not had their car's picture made that he would be taking them under the hotel canopy after this meeting. This was due to the rain.

The Carolina Chapter announced a tentative date in September, 1995, for a Regional Meet.

Motion made and seconded to adjourn.

Respectfully submitted,
Ruby Throgmorton

Treasurer's Report on Special Convention Account

Balance on Hand, July 31, 1993\$1,585.45

Income:

Deposit from 1993 National Convention 7,987.29

\$9,572.74

Disbursed:

1995 Lone Star Chapter Loan\$1,000.00

1996 Marty Martin, 1996 Convention Chairman 2,500.00

Service Charge 5.90

\$3,505.90

-\$3,505.90

Balance on Hand, June 30, 1994\$6,066.84

1993-1994 Treasurer's Report

Balance on Hand, July 31, 1993 \$ 6, 638.63

Income:

Dues \$43,391.75
 Advertising 2,635.00
 Insurance 341.00
 Tech Tip Booklets 2,883.00
 Miscellaneous (T-shirts) 1,251.52

\$50,502.27

\$50,502.27

\$57,140.90

Disbursements:

Printing News Bulletins \$14,712.13
 Postage 14,505.01
 Correspondence Secretary 2,750.00
 Editor's Expense 1,650.00
 National Meet (1993) Expenses 2,351.55
 Phone Bill 379.48
 Office Supplies 503.18
 Printing (National Roster, National Book, 8,122.79
 all other printing)
 Miscellaneous 288.32
 Petty Cash 200.00
 Insurance 1,980.00

\$47,442.46

-\$47,442.46

Balance on Hand, June 30, 1994 \$9,698.44

Petty Cash Report 1993-1994

Balance on Hand, July 31, 1993 \$29.91
 Deposit from Regular Account 200.00
 Miscellaneous (from Individual for Special Mailout) 2.00

\$231.91

Disbursements:

Postage \$103.59
 Secretary & Treasurer Phone Bill (long distance to members) 41.43
 Supplies 28.83
 Miscellaneous 23.69

\$197.54

-\$197.54

Balance on Hand June 30, 1994 \$34.37

Jim Dötting's

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65	

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65		29.95	
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F.A.L.C.O.N. Letters	62-65	22.50	
Hood Ornament	64-65	39.95	
Fender Ornament			
60-61 Gold Falcon		15.00	
62-63 Top of Fender		Inquire	
64-65 Red, White & Blue	Ea	25.00	
64-65 Red, White & Blue	Ea	15.00	
Script 63-64	Ea	19.00	
Sprint V8 Flag	Ea	14.95	
"280" 1964		14.95	
"289" 1965		14.95	
Outside Mirror		39.50	
80-63 Antenna		52.50	
64-65 Antenna		31.95	
Door Handles w/ Gaskets	Pr	43.95	
License Plate Frame	62-65	7.50	
4 Mustang Rally Wheels w/ FORD			
Center Caps & Chrome Lugs		695.00	

CHROME INTERIOR	
Horn Ring 60-63	\$ 55.00
Rear Ash Tray Convert.	15.00
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Ranch, All other 2 Drs	63 275.00
64-65	250.00
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Headliners	39.95
Cowl Panel Insul. Sets	60-65 110.00
Convertible Tops	From 180.00
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Glove Box Liner	12.00
62-63 Trunk Lock Cvr Plas Insert	25.00
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4 Speed Gear Shift Ring	28.00
4 Speed Shift Knob	28.00
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63-65 Conv. & Hardtop	67.50

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63-65 Hardtop	57.00
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66-67 2 Door Sedan	75.00
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64-65 Pr 12.00	
Cowl Seal - State Year	Pr 12.50
Door Handle Gasket Set	7.50
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Rear Bumper Seal	61-63 \$ 30.00
64-65	25.00
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Chapter News

A meeting of the ***Keystone Chapter*** was held at Macungie, PA, in August with 37 Falcons attending. Election of officers for 1995 was held with the following people taking office: President, Ed Snyder; Vice President, Bruce Wolfe; Secretary, Becky Wisneski; Treasurer, Pam Wolfe. The chapter is planning a covered dish picnic at Shickshinny, PA, on October 15.

On June 18 the ***Blue Ridge Chapter*** was awarded a plaque for best club participation at the annual picnic hosted by the Greer Classic Car Club. Several area clubs were in attendance, with 24 family members of the Blue Ridge Chapter present. The chapter also hosted a local Falcon and car show at the Blue Ridge High School during their country fair with all proceeds going to support activities at the high school. Cruises to Anderson, SC, and Greer, SC, were also held.

Twelve members of the ***Mile Hi Chapter*** attended this year's National, and the three that actually drove their Falcons came away with a winner's plaque! Everyone had a wonderful time and wishes to thank the Keystone Chapter for all their hard work and attention to detail. The parking lot food stand was especially appreciated by everyone as it was so convenient and inexpensive. Thanks, Pennsylvania! During August the chapter has had some parades, the 2nd Annual All American Compact Car Show and the chapter meeting. September brought more parades, our annual caravan to the Air Force Academy for brunch and the Skill Driving Challenge, and a Demo/meeting for some new car products. The team that races their Falcons up at Bandimere Speedway is doing just terrific on "Club Clash" night. . . and sure having a lot of fun in the process!

The ***Founder's Chapter*** had its August meeting at the home of Jim and Ruby Throgmorton in Jacksonville, AR. We had 26 present. Plans were finalized for the Hot Springs Regional to be held on October 7 and 8.

Despite a rainy day, the ***Heart of Texas Chapter*** attended the meet at Stephenville where they held a meeting. Upcoming events discussed were the Annual All Ford Picnic, the Fun Ford Weekend, the Regional Meet in Hot Springs, and the '95 Nationals to be held in the Dallas area. Ten cars showed up for the Yellow Rose Classic in August. They created a lot of good publicity for the chapter. They will be holding a raffle at the Regional Meet to help raise money for their Christmas party.

The ***Carolinas Chapter*** held their regular meeting at Shoney's, University Place. Discussed were the '94 Nationals at Valley Forge and plans to host their own Regional Meet in September of 1995.

A recent activity for the ***River City Chapter*** was the annual Horse & Feathers Picnic. They have also elected new club officers: President, Larry Rowan; Vice President, Melodie Rowan; Secretary, Emily Dolar; Treasurer, Rosie Wilson.

CALENDAR OF EVENTS

- | | | | |
|-----|----|----|---|
| Oct | 15 | PA | Keystone Chapter fall foliage meet, Shickshinny. Info 717/542-4059. |
| | 21 | CO | Mile Hi Chapter Halloween party meeting, Phil Long Ford. Info 303/364-6127. |
| | 23 | CA | River City Chapter cruise to Apple Hill. Info 707/546-8082. |
| Nov | 4 | GA | Southeast Chapter monthly meeting. Info 404/483-5249. |
| | 6 | WA | Northwest Chapter monthly meeting. Info 206/845-2494. |
| | 12 | FL | Suncoast Chapter monthly meeting. Info 407/957-1114. |
| | 18 | CO | Mile Hi Chapter annual club birthday party. Info 303/364-6127. |
| Dec | 3 | CO | Mile Hi Chapter annual Christmas party. Info 303/364-6127. |
| | 10 | FL | Suncoast Chapter monthly meeting and Holiday Party. Info 813/858-8264. |
| | 17 | GA | Southeast Chapter Christmas Party. Info 404/483-5249. |

1995

- | | | | |
|------------|--------------|-----------|---|
| Jun | 9-11 | PA | Keystone Chapter 6th Annual Eastern Regional Meet at All-Ford Nationals, Carlisle. Info 215/257-2422. |
| Jul | 20-22 | TX | 16th National FCA Convention, Plano. Info 214/494-5039. |

Lone Star Chapter monthly meeting — 3rd Sunday of each month. Info 903/572-9593.
 Mid America Chapter monthly meeting — 1st Friday of each month. Info 816/679-5636.
 Space City Chapter monthly meeting — 2nd Tuesday of each month. Info 409/925-1717.

Note to All Chapters: Let me know if you have a regularly scheduled meeting so it can be added to the list.

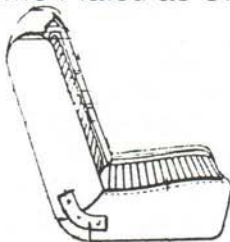
Attention Chapter Leaders

Please remember to report elections or other changes in officers promptly so that FCA rosters can be accurate. Send names, addresses, and phone numbers to the FCA President, the FCA Secretary, and the Falcon News Editor. We won't know if you don't tell us!

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In the Spotlight

Manager wins national title with car he sold; bought again 21 years later

Editor's Note: The following article is reprinted from *AT&T World*, Volume XXXI, Number 9, October, 1993.)

Jerry Miles, CIM-I and Circuit Pack Test Bed manager, brought home a national title as a class winner at the 14th Annual Falcon Club of America National Convention held in Knoxville, Tenn., in August.

Like the cliché about marriage, owning his 1965 Falcon Futura two-door hardtop was definitely better the second time around.

Miles and his wife-to-be, Wilma, both worked at the plant when Wilma bought the car February 25, 1966, for \$1,950. Miles and the former "Works Queen" runner-up married two months later — four days after the first car payment was due.

In November, 1966, Miles was called to serve in the U. S. Army. When he got out of the service, they traded the car December 5, 1968, for a 1969 Ford Cobra for \$3,753.47. The Falcon brought \$1,153.47 on the trade-in, so their new car cost \$2,600.

Miles had been interested in restoring cars and in 1989 told Carl Robinson in the CIM-III area that he'd like to restore a '65 Falcon like the one he and Wilma used to have. Robinson told Miles that Ronnie



(In the Spotlight continued)

Hambrook in Systems Test had one. "I was very curious when I saw it, because it had a Dub Richardson sticker on it, which is where Wilma bought the car," Miles said.

When he told Wilma about it, she said: "Let me see if I can find the old paperwork." She found it and Miles called Hambrook and asked him to read the serial number off the registration. Hambrook started reading the number. Miles broke in and finished the last digit.

Hambrook, who knew Wilma when she worked at the plant, sold them the car. He had bought the car from Sam Buckner, a senior electronics specialist in the 3B area, who had bought it January 17, 1978. They don't know who had the car from 1968 to 1978.

Miles said it took three years of going to parts stores and swap meets to find everything they needed. "I guess the sentimental value prompted me to do more than I originally had planned to do with an old Falcon," Miles said. "I was originally just going to fix one up and drive it to work."

"I've always had 'special interest' cars and fast cars," Miles said. "I've never grown out of that from early days as a teenager." Miles, who had never completely restored a car before, did everything but the paint and body work, which he contracted out. "We did a complete restoration from the ground-up. Wilma helped," he said. "It looks like the original, although we used a newer, brighter color than the turquoise they used in 1965."

Miles said they felt that if the car looked as good as friends told them it did, they'd enter it in a show. The national Falcon show in Knoxville was the first show they entered. Coming home as a class winner made their '65 Falcon even more special.

Submitted by Jerry Miles

TECH TIP

CLUTCH CHATTER

The discussion that follows is for street units, unless otherwise stated, and assumes you know what the parts look like and their basic functions. But, first, I wonder if a brief review of some of the basics of clutches may be of some assistance to us old folks that have forgotten more than we'll admit to. (I know it'll help me to review all my notes, articles, boos, etc. that I've accumulated over the years on this topic.)

The type of clutch used in our Falcons is the "Long" type. It was originated by the Borg-Warner Corp., and the name Long is their patented name for this type of clutch construction. It is essentially the same clutch ol' Henry first used in his early Model A's, and the 221 cubic inch flathead V8 way back in 1932. It hasn't changed much over the years, but why change what is one of the best clutch designs ever conceived? The clutch itself consists of a pressure plate (or cover as it is also called) and a disc. There are other parts that affect and contribute to the clutch operation and those will be discussed somewhere in all this mish-mosh.

The Pressure Plate

The levers toward the outer edge of the pressure plate have a weighted end. These exert centrifugal force against the pressure plate, in addition to the pressure plate's internal spring pressure, for positive lockup at engine speed. Anytime a clutch cover is removed from a flywheel and will be reinstalled later, its position should be marked with a spot of paint on the cover and on the flywheel for future reference during reassembly. During reassembly, line up these paint spots to return to the original factory or specialized balancing. Loosen bolts a couple of turns at a time in a cross sequence to prevent warping the cover during removal and installation. The cover has three release levers, and the throwout bearing pushes against these during clutch operation. These clutch levers should all be at an equal height (in the same plane) when the cover and disc are torqued to the flywheel. If different heights, the cover will force the disc to make contact sooner on one side than the other. If different heights, the cover is defective and should be replaced. (The levers normally are not at equal heights unless the cover is assembled to the flywheel and the disc in place.)

The Disc

The disc is made up of several pieces. The following are pieces we're the most concerned with. The linings of the disc used to be made from asbestos. These have been, or are being, replaced with fiberglass or other new materials that do not contain asbestos due to recent concerns about the effects of asbestos on our health (Big Brother is watching out for us!). Asbestos gives superior cushioning and better wear than the newer materials at this time, but the newer materials are catching up, and should soon surpass asbestos in both categories.

TECH TIP

The asbestos linings were usually impregnated with copper and/or bronze metal strands to aid heat dissipation, thereby slowing the wear rate. The linings normally have grooves in their faces. These act as air ventilator ducts to direct air and help prevent dust buildup which can cause clutch chatter or slippage due to the slip/grab action of the dust. The 6 or 9 hub springs in the disc may range from loose to tight. Not to worry... the loose ones will not rattle when the engine is operating. They're there to absorb shock and help eliminate engine pulsations (there are always some combustion pulsations regardless of the weight of your flywheel). By far, one of the most critical elements of the disc in eliminating chatter is the "marcel." This is the term the industry has applied for the crimped plate, or wafer, between the two disc linings. The purpose of the marcel is to prevent clutch chatter by giving the clutch disc some "give" during clutch engagement. The marcel also helps prevent the lining from sticking to the flywheel and/or pressure plate, due to the spring effect of the marcel, when the clutch is being disengaged. The marcel thickness (the distance the linings are held apart by the marcel when the disc is not under compression by the pressure plate) will vary depending on the type of use the disc is designed and built for. The thicker the marcel, the smoother the clutch will engage and the spongier it will feel to one's foot. Also, more clutch pedal travel will be required to engage/disengage the clutch. A street disc marcel is usually about 0.035" thick. A street/strip disc has less marcel, usually about 0.015" to 0.020", because the disc will be subjected to more abuse, and smoothness is of secondary importance. A pure competition disc usually has little or no marcel because the clutch is usually just dumped in at high engine RPM during friendly (?) drag competition with the brand X cars. The absence of marcel makes the clutch grab, but makes for a much more positive lockup (read less slippage and ability to handle more horse power). Also the lining will have less expansion which will provide for more complete clutch disengagement (read easier speed shifting). This is partly due to the absence of marcel as well as the disc linings being bonded instead of riveted. At this time, the newer fiberglass linings are using marcel's approaching 0.050" for street use due to the synthetic lining's less cushioning effect as compared to asbestos linings. When marcel's are used, the clutch disc linings are usually riveted. When marcel's are not used, the clutch disc linings are usually bonded, or both riveted and bonded, depending on the manufacturer or rebuilder.

So much for a brief (?) review of clutches. (Sorry I got so long winded.) There are a host of items that can cause, or contribute to, clutch chatter. The following list includes the ones we all know about and some we may have forgotten over the years. They are not in any order of importance.

1. *Grease on the linings, flywheel face, or pressure plate face.* Cure is to eliminate the source of the oil leak and clean the pressure plate surface with lacquer thinner or some other non-petroleum based solvent. Minor oil contamination on the disc lining can be cleaned using the same cleaning agent. Heavy contamination will require replacing the disc.

TECH TIP

2. *Weak or broken motor mounts.* Cure is to replace or affect repair as needed.

3. *Transmission bolts loose or missing.* Cure is to replace missing bolts and torque all bolts to specifications.

4. *Transmission cross member mounting bolts loose or missing.* Cure is to replace and torque all bolts to specifications.

5. *Worn clutch fork or a flat spot on the clutch fork pivot ball.* Cure is to replace the worn parts.

6. *Worn linkage.* Cure is to replace all excessively worn parts beginning up under the dash and progressing downward to the clutch fork.

7. *Worn throwout bearing and/or collar.* Cure is to replace the offending part. I usually replace the bearing with a new one when performing a clutch job on someone else's car if I can feel a roughness in it when I turn it in my hands. . . even though the owner says it doesn't let out a howl when the clutch is first engaged on a cold start up. Incidentally, a throwout bearing can be reworked to extend its life. What usually happens is that they run out of grease. I drill a 1/8" hole on the outside edge of the bearing. The edge of the bearing is very hard, and it'll destroy a drill unless you use a high quality bit. Then, using a needle type u-joint grease adapter on my grease gun, I pump two (not three) shots of chassis grease into the hole. Any more and it'll sling out all over the clutch and ruin it. I rotate the bearing half-way between pumps so the grease is dispersed better internally. I locate a real short sheet metal screw and plug the hole. I'm using one of these in my Falcon and I've got about 60,000 miles on it so far. I add grease each time I have access to it, and it seems to be better than many of the new ones I've seen. I just got tired of replacing it every year or so. . . our Colorado cold winters seem to take their toll on these bearings, and they'll howl like a banshee whe first used on an icy cold morning.

8. *Insufficient marcel.* Cure is to replace the disc.

9. *Pressure plate release levers not of equal height.* Cure is to replace the pressure plate. I've adjusted these with fairly good success when I couldn't get a new cover plate. I bolt the cover to the flywheel after substituting a flat metal plate of 0.025" thickness for the disc. Then I adjust the lever using their throwout bearing contact screws until they are of equal height.

10. *Weak pressure plate springs.* If clutch slips when it is adjusted correctly and the disc appears good, there is a high probability the cover internal springs have lost their tension and the cover will require replacing. However, these can be replaced by dismantling the cover and replacing them with springs from a known good cover. This is tough to do, but it can be done if there are two of you to do it. In the late '40s and early '50s, we commonly did this to replace the stock tension springs with stronger ones from a truck to get less slippage for drags and track work (this was affectionately known as a truck clutch). With the increasing scarcity of parts for our toys, we have to do these kinds of things in the future.

11. *Cracked, warped, or broken pressure plate.* Cure is to check the surface with a

TECH TIP

straight edge. It must be absolutely flat. Replace if it isn't flat or if it's cracked or broken.

12. *Worn disc lining.* If rivets are touching, the disc is worn out, and it'll have to be replaced.

13. *Glazed disc lining.* Caused by excessive slipping of the clutch, which could be due to riding the clutch, incorrect linkage adjustment, oil contamination, or a combination of any or all of the above. Cure is to replace the disc.

14. *Throwout bearing collar binds on the transmission main drive gear sleeve.* Cure is to remove the burr or replace the collar. The throwout bearing must not bind or stick as it moves back and forth on the sleeve.

15. *Incorrect clutch adjustment.* Also referred to as clutch free play. Adjust to meet specifications. This is probably the single most critical item that determines clutch life, slippage, and clean transmission shifts. It is something that any stick shift owner can monitor and maintain.

16. *Pilot bushing.* There are pilot bushings and bearings. A new bushing for our 289 cubic inch engines has an inside diameter of 0.625" and should be replaced when the inside diameter exceed 0.628". Note this is only 0.003" of wear allowable before Ford recommends replacement (remember that a piece of typewriter paper is only 0.002" thick!). Not much when you consider that this is made from relatively soft bronze. To correct this inherent weak point, I use only pilot *Bearings*. I was pointed to this solution by Lee Dalton, a local Falcon Club member that campaigns a Chevy-terrorizing '65 Sprint with a super running 289 cubic inch V8. They are for heavy-duty pickup applications and are available at both Ford and larger car parts suppliers.

17. *Transmission out of alignment.* Usually the alignment of the transmission in relationship to the engine only affects wear on the pilot bushing. The rear of the bell (or clutch) housing contains a bore for the transmission to fit through. This must be in ABSOLUTE alignment with both the centers of the engine crankshaft and the transmission. Tolerances here vary according to the various engine/transmission combinations, but maximum allowable runout is usually about 0.005"! Measuring is done using a dial indicator. It is mounted exactly center on the crankshaft over the pilot bearing. This usually takes some very creative jury rigging. It is then rotated around the inside bore of the bellhousing to check runout of the hole. Also, the transmission mounting face on the bellhousing must be absolutely parallel to the flywheel mating surface. Again use a dial indicator. Usually, this has a maximum tolerance allowance of 0.010". A low side measurement here can be compensated for by loosening the engine/bellhousing bolts and prying them apart in order to insert a shim between the transmission and the bellhousing. Shim maximum is 0.010". So, if you have a clutch that starts chattering after a few thousand miles on a new clutch and pilot bearing and you can't locate anything wrong, you might consider checking this alignment. It can be done with the engine in the car, but it's tough.

18. *Cocking the transmission to cure chatter.* We know from experience that the

TECH TIP

pilot bearing greatly influences chatter. A trick I have used to temporarily reduce a real bad clutch chatter is to put a 0.010" shim in between the transmission and clutch housing and next to a transmission bolt. This cocks the transmission in relationship to the pilot bearing and will temporarily compensate for excessive pilot bushing wear by increasing the pilot bushing support on the transmission main drive gear. This usually lasts for about 3000 miles or so. I've found the lower bolt on the passenger side seems to work as good as any. However, I've been known to move around the shim to find which position works best for that particular car. It's not difficult. . . I did my Ranchero immediately after a National Meet in Atlanta several years ago while Atlanta Chapter's Joe Pepper looked on. Took about 15 minutes with the Ranchero up on a curb. The clutch worked smoothly the rest of the trip to Chicago and back to Denver.

Personal Observations

I have learned one thing for sure over the years — I will NOT use a rebuilt pressure plate or disc if there is a new unit available. The rebuilt ones invariably chatter in a very short time. . . like as soon as you let out the clutch or as soon as the part of the lining that is raised up by the marcel wears down enough to begin scuffing the lining in the vicinity of the rivets. New ones do not do this and I don't know why. Rebuilt units work good at drags since chatter is of no concern. Also, I have traced chatter to the pilot bushing far more often than one would believe. I think any minor wear in this bushing must allow the transmission main drive bearing to bounce around a lot during clutch engagement and will cause chatter. Therefore, I replace every bushing with a BEARING. Should an existing bearing have 20,000 miles or so on it, and I'm doing a clutch job, I'll replace the bearing with another bearing as a matter of course. Just using these three items has eliminated problem clutch chatter in a variety of cars and trucks. Of course, the rest of the system is usually only about 40-50% more than a rebuilt unit. The aggravation of redoing it a second time is worth that much in my opinion.

A couple of items should be pointed out before we pull the plug on this garbage —

Flywheels are not to have any heat checks, scores, or bad discoloration on their surface. They should be resurfaced only with a Blanchard type surfacing machine. This precludes cutting a screw type threat that a lathe does. (Talk about a funny clutch action and problems. . . wait until you see what threads on a flywheel do to the action of the disc! It jerks the disc around and snaps it back!)

Drag racing. If a disc shows wear on the flywheel side, it usually indicates the flywheel is too light. However, if the wear is on the pressure plate side of the disc, the pressure plate springs are too weak.

During transmission installation, I always use a couple of aligning studs in the upper two transmission bolt holes of the bellhousing to help support the transmission (old 4" long bolts with the heads cut off). These help align the transmission and decrease chances of bending discs and covers from the transmission weight.

TECH TIP

I have cut a couple of slots in my car floor jack's jacking pad. Through these I pull a large (18" in diameter) worm drive clamp (like a radiator hose clamp) I purchased at the local surplus store. I balanced the transmission on the jacking pad and run the clamp around the transmission and tighten it. This keeps the transmission securely on the jack while I raise it up under the car and install it. This makes the transmission easy to get into the throwout bearing and onto the aligning studs since I don't have to lift it. Once it hits the splines in the disc, I put the trans in high gear, and turn the output shaft of the trans (where the drive shaft slips over) with a pair of channel lock pliers (to get the splined shaft lined up with the disc) while I apply pressure on the transmission and jack with a foot. I don't have to lift anything and it usually slips right in! I know. . . it's cheating, but then I'm lazy!!!

Always use a clutch aligning tool to align the disc with the pilot bearing. An old transmission main drive gear makes the best aligning tool in my opinion.

I hope this long-winded spiel will be of some help to others in solving clutch chatter problems. Should you have something that I've missed on the subject, or tricks you've found, I'd appreciate you dropping me a line.

Submitted by
Paul Garrigan
388 S. Queen Circle
Lakewood, CO 80226

Falcons rescue Ford plant from pesky gulls

MELBOURNE, Australia — Three winged falcons have rescued their automotive namesake from the foul habits of about 10,000 gulls.

The falcons, Pela, Peter Gunn and Pagan, were deployed to scare away gulls that had been spending their nights on the roof of Ford Motor Co.'s Australia plant, and soiling the 300 shiny new Ford Falcons produced each day.

The falcons were fed so they wouldn't actually attack the gulls, then released from a sanctuary near Melbourne, Ford spokeswoman Lynette Walker said today.

The fowl gulls took flight.

Submitted by Jack Gillis

Reprinted from The Detroit News & Free Press

Classified Ads

Cars for Sale

1961 Ford Falcon Futura. Rare model. All original, 41,000 miles. Red with red interior. West coast car. Complete to hub caps. Drive anywhere, anytime. \$10,500.00. Carol Champagne, 28 Belmont St., Pawtucket, RI 02860 — 401/722-7327.

1963 Falcon Convertible. 95% restored - engine, transmission completely rebuilt. Complete paint job. New top, tires. Forced to sell due to serious illness. Hate to sell it. \$4,000.00. W. G. Smith, 29 Happy Hill Road, Stamford, CT 06903 — 203/329-9975.

1963 1/2 Sprint Hardtop. Four-speed, 260 c.u. V8, bucket seats, console, tach, remote trunk release. New exhaust and brakes including wheel cylinders. Rust free Colorado car. Mechanic owned. Second owner. All original including tach, 4-speed shifter and engine decals. \$2,800.00. Robert Palmer, Ellicott City, MD 21043 — 410/465-3692.

1965 Falcon Sprint Convertible. Factory air, P/S, A/T. Never any rust. Excellent condition. Needs restoration. \$6,000.00. Bill Gaborko, 39096 Vineland, Cherry Valley, CA 92223-4434 — 909/889-2576 (8 am to 4:30 pm) or 909/886-4118 (after 4:30 pm).

1965 Falcon Futura Convertible. 289 A/T plus extra engine. Car disassembled, partially restored. All parts, many new, including top, windshield, carpet, door panels, etc. White exterior, black interior. Over \$9,000 invested. Beautiful car seeks rabid Falcon enthusiast to provide new home. \$3,500.00/OBO. Tracy Howe, Seattle, WA — 206/542-8122.

To Advertise:

FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a difference section of the Classified Ads. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must appear with a member's name to be considered a free ad. All items advertised for sale must have a price for the ad to run. Ads to be run in more than one issue must be resubmitted each month.

Commercial ads will be accepted on a space available basis. All copy for commercial ads must be camera-ready. Commercial ad rates (per month) are: Full page — \$50.00; Half page — \$30.00; Quarter page — \$20.00; Quarter page photo ad — \$15.00 for members, \$25.00 for nonmembers.

All ads should be sent to the editor. Payment must accompany the ad, with the check or money order payable to the Falcon Club of America.

Ad must be received by the first of the month for the next month's issue.

The FCA reserves the right to refuse advertising from any person or business.

(Cars for Sale continued)

1968 Sports Coupe. 289 V8 automatic. Completely restored. Aqua with black interior. Sharp car - show ready. Jim & Barb Wilson, 308 N. East St., Lexington, IL 61753 — 309/365-8050.

Cars Wanted

1963 2-Door Hardtop. Must be solid car, top to bottom. Can be a six cylinder or V8. Any color will do. Dennis Lavoie, 36 Sheltra Ave., Coventry, RI 02816 — 401/823-8015.

Parts for Sale

Ontario and northern U.S. members — parting out 1965 Futura convertible. No engine or trans. Complete top assembly - \$200.00; side glass complete including vent windows and all hardware - \$150.00; trunk lid with trim - \$70.00; instrument cluster and all dash parts - \$100.00; sun visors (red) - \$25.00/pair. Much more. Robert Somerleigh, 1411 Lakeshore, Thunderbay, ON, Canada P7B 5E4 — 807/983-2278, fax 807/345-2526.

Falcon NOS upholstery fabrics. Original seat cloth and vinyl yardage. \$20.00-\$45.00 per running yard. Send sample for match-up. Carpet sets - \$120.00. SASE please. Original Auto Interiors, 7869 Trumble Rd., Columbus, MI 48063 — 810/727-2486 or fax 810/727-4344.

1966 Falcon Futura 4-door seats, blue, in perfect shape. Must be picked up - \$100.00. Brian Gatzow, N50 W17894 Greenview Ave., Menomonee Falls, WI 53051 — 414/781-5392.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions and steels), sealing rings, front and rear seal - \$90.00. specify engine size and year. Bands - \$45.00/each; adjustable modulator - \$12.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case C-4 and C-6. David Edwards, P.O. Box 245-FC, Needham Heights, MA 02194-0245 — 617/449-2065 evenings.

Aftermarket A/C off 1965 Falcon V8, complete - \$250.00. Doug Elliott, Charleston, SC — 803/769-5710.

(Parts for Sale continued)

Tachometer, clock, speedo, gauge and motor repair and conversions. Replace Sprint/Rotunda tach with new dial and lens with proper hole for adj. screw. Also NOS parts, mirrors, clocks, moldings, ornaments, lenses, over 6000 items. Send SASE and \$3.00 for list. State model and year. Joe Russell, 11 MacGregor Dr., Mahopac, NY 10541 — 914/628-4866 after 6 pm.

Bucket seats, Falcon 1962??? Red vinyl in fair condition, slide tracks and frames in excellent condition, no rust. Plastic surrounds at the base in excellent condition - \$120.00 plus freight. John Jarvis, 8679 Sleep Hollow Dr., Saline, MI 48176-9414 — 313/944-8679 evenings.

Special! 1963 Falcon convertible NOS black bucket upholsters sets, 6 pieces/set - \$495.00, delivered. Also Ford factory produced NOS and superior quality OEM upholstery sets to fit 1960-66 Falcons, Comets, Rancheros with bucket or bench seats. Plus steerhead sets, carpets, convertible tops and boots, headliners, well liners, door panels, windlace, vinyl dyes and many other parts and accessories. Price list available. Jake Legaspi, 6343 Seaview Ave. NW, Seattle, WA 98107-2664 — 206/781-5230 or fax 206/781-5046.

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Ontario and northern U.S. members: parting out 1964 Futura convertible, 170 c.i. L-6 w/2-speed automatic. Hood with letters and all hardware - \$60.00; trunk lid with trim - \$50.00; complete top assembly - \$200.00; all glass including windshield, vent windows and hardware - \$150.00; kick panels (red) - \$20.00/each; sun visors (red) - \$25.00/pair. Much more. Robert Somerleigh, 1411 Lakeshore, Thunder Bay, ON, Canada P7B 5E4 — 807/983-2278 or fax 807/345-2526.

Parts Wanted

Parts for 1964 convertible, all parts must be near mint or NOS - Sprint tach, 14" wire spinners, door rubber seals with nibs, blue sunvisors. Bill Lealess, 44-240 Hawthorne Ave., Port Coquitlam, BC, Canada V3C 6B3 — 604/944-5945.

Equalizer bar for 1964 Falcon with V8. Have floor shifter hump to trade. Clint Ring, USS Inchon, LPH-12, ALMD/510, FPO, AE 09529-1655 — 804/444-1657 (leave message).

1965 Falcon Futura convertible "driver's side" full rear panel. Good. Stan Parker, R.R. 6, Cobourg, ON, Canada K9A 4J9 — 905/372-7762 (2366).

Export brace for 1964-65 Falcon or Comet. Chrome trim for 1965 Futura trunk. Tinted glass (sides and rear), 1965 4-door sedan and 2-door hardtop. Doug Elliott, Charleston, SC — 803/769-5710.



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FCA Club Store News

Things are really happening at the FCA Club Store! You can now call Bonnie Stringer, store manager, toll free at 1-800/467-4886, access code 322 (FCA).

For all of you who have been asking, the Club Store now honors both Visa and MasterCard. But, remember, you can use your credit card only when purchasing merchandise from the store, not when paying your yearly dues.

Now in stock are ladies' T-shirts, selling for \$7.00 each, in sizes small to extra-large. These shirts run smaller than the men's shirts because they're made especially for ladies. A variety of colors is available.

If you want to special order an out-of-stock item, please allow four to six weeks for delivery.

That's about it for Club Store news for this month. Keep us in mind when looking for something special for your Falcon fanatic.



Photo was taken in Burlington, VT, by Howard Stearns.



Falcon Club Store

Falcon Club of America Goodies — All with FCA Logo!!!

- **Falcon Club Jacket** — w/9" FCA Patch & 3" Falcon Patch, Black, Silver, White, Red, Royal
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- **Golf Shirt** — Men's. Blue, Red, White, Maroon, Green
S, M, L, X-L\$14.00 XX-L, XXX-L\$15.00
- **White T-Shirt** — Large Red FCA Logo
S, M, L, X-L\$7.00 XX-L, XXX-L\$8.00
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